Who Thoroughfures Leading to the Big Encompment at Hempstead Will Be in Good Condition To-Day if There Is No More Rain -Cycle Path Acress Battery Park Open.

Two Sundays in succession the sun has struck out and home beds have been more alluring to ists than the road beds. The intentions of the inscrutable "Old Prob" exnnot be foretold. If he concludes to make good the saying to the effect that rain on Easter means rain on the six succeeding Sundays, there is a weiting in store for those who go out to-day, no matter how light the skirs may be in the morning, for today is the sixth Sunday following Easter. The weather of the past few days, however, indithe continuous downpour broken into summer showers. For some weeks the prophet on the has been a dead loss, and therefore, whatever his prognostications, riders will do well to watch for themselves the gathering of the clouds. It is likely to be the last chance today to find the camp at Hempstead occupied by the New York and Brooklyn regiments and thither the wheeling tide will flow. The vari-ous routes were published in THE SUN on May Sand they have not changed since that time, except superficially. Macadam highways have on washed clean and the stones of the rock bellasting are showing on the surface. They are not like cycle paths, but are better than when they are heavy with dirt and mud, as often is the case in midsummer. The sun is only a menth from its point of greatest height, and ever it gets a chance. Because of this, even dirt reads will be in fair condition to-day, unless there is a heavy rainfall. Some of the details of street and road conditions in this vicinity, as furnished officially on Friday night by the New Terk State Division, L. A. W., follow:

The Roulevard continues to be obstructed or the west side, as told in THE SUN of Friday, because of the laying of the new water main. On the upper Boulevard there is good riding only on the extreme sides. The Central Park roads are in fair condition, as is also West Seventysecond street. At Columbus avenue and 110th street there is a dangerous excavation. There is a bad drop in the roadway at 135th street and Eighth avenue. Another hole to be avoided is at the 120th street crossing of Eighth and St. Nicholas avenues; something worse than this will be found at Lenox avenue and 111th The roads between Pelham and New Rochelle are being repaired, and also those between New Rochelle and Mount Vernon. With these exceptions the roads in the annexed district and northward will be found in good riding condition until Tarrytown is reached, beyond which the rains have left the highways full of sharp stones. At Brooklyn and on Long Island the roads will be found to be generally fair to good, although Eastern Parkway, the Prospect Park drives, and the cycle paths all need attention. Glenmore avenue is moor shape, and the best way to reach the Mer rick road is by way of the Eastern Parkway extension. Bushwick avenue, Jamaica avenue, and then through Smith street, Jamaica. The cycle paths from Eastport to Riverhead and werhead to Southold are in good condition, as they run large'y through woodland. On Staten Island the drainage makes even dirt roads dry, although rather rutty, while in New Jersey the soil has absorbed the moisture and left the surface in good riding form. On the whole, it may be accepted that riding will be fine to-day if the

The chains at both ends of the new cycle path leading across Battery Park, under the elevated structure, from Bowling Green to the end of Whitehall street, at South Ferry, have been removed, and the wheelmen may now ride over it. In the meantime the L. A. W. Consulate that worked for the path and got the cession of the public land it covers for the exclusive use of cyclists is at a standstill for the want of funds to improve it. As the insignificant amount of \$400 is all that is needed to roll the crude earth and put a proper ton surface on it, the consulate is excusable in wondering where is the cycling loyalty of Manhattan. There are 4.000 riders in the borough who could easily afford to give \$1 for such a purpose, according to the completion of this path will be received by the consulate if addressed to 122 Nassan street. If it was addressed to 1 President I. B. Potter, New York city; Secretary-Treasurer Bull, Vanderbilt building, or simply L. A. W.. New York, and the purpose for which the money was intended, it would fall into the proper hands and be duly acknowledged. There is little ground therefore for the excuse of not knowing where to send it.

Some interesting studies have been made by Benior Consul Rosenfeld of the L. A. W. Consultation of the broad ones. His facts have been drawn from efficial statistics. The caiculation is made from the authenticated weight and pressure of steam road rollers, all six feet in diameter and twenty-two and a half inches across the face. These rollers are weighted on the inside and their avoirdupois varies accordingly. A tenton roller of this kind exerts a pressure of 400 pounds to the square inch, one weighing twelve and a half tens puts forth 500 nounds to the square inch, on this basis acoal wagon having three and one-eighth inch flat tires, which is exceptionally wide, is cutting into the roadway at the rate of 1.430 pounds to the square inch, in other words, exerting a pressure about two and one-half times as great as a fifteen-ton steam roller. An ordinary truck, weighing with its load five tons and having two and one-half inch tires, theoretically exercises a pressure of 1,000 pounds to the square inch. Owing, however, to the fact that truck tires are usually crowned so that the actual bearing surface of the tire does not exceed half an inch, the pressure is often 5,000 pounds to the square inch. With a crowned tire having a contact of half an inch, the carrying surface is at the utmost two square inches, and with this surface the 10,000 pounds of the truck and its load has a hammering action on roadways that are not smooth. Going over holes or depressions in asphalt and on granite blocks, such a truck is in effect a five-ton hammer, striking four blows of one and a quarter tons each on a few inches of surface. Facts such as these are aut to be tedious to the ordinary rider, but they are some of the stubborn things that are good weapons for wheelmen, and it would be well for all to master them, because they tell why the streets are poor. Then they show better than anything else what would be the proper sources from which to obtain revenue for high-way repairs.

It is a common sight to see a delivery wagon start to turn around in a narrow street and run foul of some approaching vehicle which the driver of the turning wagon could not see because of being on a seat where his side view was cut off. Drivers of coaches, trucks, and spen carriages do not commit this blunder except when the driver is careless. They can see if they look, but the closed wagons with sides and teps, like those of hansom cahe, only minus windows, are dangerous to all traffic. The driver is ensconced on a seat from which he can see only straight ahead, unless he rises and peers around the eige, which few are cautious enough to do. At every turn he is likely to have a collision. In Manhattan there is a law requiring every driver, when coning to a stop, turning a corner, or making a turn about from the curbstops in the manner described, to make a signal with his hand or whip, or vocally. This, however, is not enforced, and it is difficult to see how it well could be. Most wheelmen would welcome heartily a sensible ordinance requiring that the drivers of all vehicles, including htcycles, should occupy a seat from which they could readily see about them.

It is claimed by D. M. Ades, who has been a familiar figure in century riding for more than a deade, and was one of the bacemakers in the mud and rain run of the Century Road Club hast Bunday, that with proper pacing the veriest nevice can be brought through a century run. According to this authority, the modern bleyele can be brought through a century run. According to this authority, the modern bleyele can be friden 100 miles in fourteen hours, provided the pace is judiciously regulated. In the ride through the peliting rais on last Bunday he claims that he met with experiences that afforded more sport to him than ever he had before on a century run. The four women of the Excelsior Wheelmen, Mrs. T. Frederickson. Miss Jane C. Yateman, Mrs. B. Farnham, and Mrs. George Bayne, who fished the ride, are united in their personal declarations to The Sux hat they suffered us the fifestes what they suffered be ill-effects whatever from the ride or the exposure, but are glad of having mode the trip. The Excelsior Club is one of the direct or the exposure, but are glad of having mode the trip. The Excelsion Club is one of the direct or the exposure, but are glad of having mode the trip. The Excelsion Club is one of the direct or the rides the sum of the direct or the exposure, but are glad of having mode the trip. The Excelsion Club is one of the direct or the sum of the su

rules of the road, when he overtook two petestrians walking in his own direction. Confident in his right to the road the wheelman rang his bell. The walkers made a movement to one side, but as he attempted to pass, one of them put out his arm so as to strike the handlebar of the rider. The bleycle ran into the curbstone, and in a catilite effort to land on his feet the wheelman darted in a crouching position across the space where the allowalk should be and plunged headforemost into the gully beyond. The pedestrians declared their nick of intent and were profuse in their sympathies. It is likely, however that the lotions used on his apraiss and bruises this morning cost more than the sympathy received from the grinning pedestrians.

It has been announced by some of those who pretend to follow the social fade that a bicycle aut is to be the contume truly autarf for outing this summer. In spite of this, members of a prominent Brooklyn club say that at least fifty riders in breyle clothes were refused admittance to the disring room of a big hotel at Garden City on list Tuesiay. The excuse given was that there was not room to accommodate them. den City on list Tuesiay. The excuse given was that there was not room to accommodate them, although the hostelry bosats of f-cilities to feed hundreds. The wheelmen and wheelwomen received their choice between going away hungry or sitting down to eat in the cafe. Some men who had their wives with them concluded to eat even in the cafe, and they claim that while sitting there they saw dozens of personal in ordinary attire enter the dining room. All of this abows that the prejudice against short clothes on grown-up persons has not wholly disappeared from Long Island.

on grawn-in persons, as not wholly disappeared from Long Island.

With the approach of the warm weather the road cycler who delights in long trips becomes puzzled as to the selection of the most suitable drink while riding in the hot sun over dustyroads. The country inns and farmhouses are annually overrous with overheated ridors, who seek and drink every conceivable kint of liquid in order to allay thirst. Too much water is declared to be objectionable; sleoholic drinks are said to be in no sense calculated to quene, the riders thirst. A rider, who was one of a party of four who visited Camp Black at Hempstead on Friday, declares that he has discovered a decitedly refreshing drink. Complaining of the best at the camp to some of his friends, it was suggested that he try a drink of warm water. The idea scened ridications, but the rider experimented with a mug full of warm water, and he declares that it was refreshing, although not over palatable. Other drinks that cyclers make a specialty of are warm ten or a lenon squash, which are claimed to be both refreshing and invigorating after a long ride in the hot sun.

vigorating after a long ride in the bot sun.

Amateur road and track riders find considerable difficulty in selecting suitable gears for racing. This is due to the variety in use. Men who use a 72 or possibly a 74 inch goar and receive excellent satisfaction, are constantly experimenting upon the supposition that a gear used by Eddie Bald, Jimmy Michael, or Earl Kiser is the most suitable to produce record-breaking speed. The result of these ideas is that many amateurs, who are really possessed of some speel, never figure prominently in races. A well-known track racing man informed The Sun reporter that it is surprising the many inquiries that the big track riders receive from sspiring amateurs. It is a matter of record that the gears used by the racing men differ radically, and this fact alone should illustrate to the amateurs that the wiscat way to select a suitable gear for racing purposes is to select two sizes and experiment with both under different conditions. The reporter's informant declared that what is suitable gear for two or three men would be entirely mounted for searcher half items. reporter's informant declared that what is suitable gear for two or three men would be entirely unsuited for another half lozen. The gears used by the big riders on the track are no criterion for the young amateurs to pattern after. While in some cases a rider might copy the gear used by Arthur Gardiner and find it suitable for him, it is just as likely that this gear would not be acceptable to the next three or four riders. NOTES.

The St. Patrick's Lyceum Wheelmen will hold the run for women, which was postponed from last Sun-day, to-day, weather permitting. The start will be from the clubhouse, 164 Elm street, and the destina-

from the clubbouse, 164 Elm street, and the destination will be Greenville, N. J.

At a regular meeting of the Madison Wheelmen on last Thursday the following officers were elected: President, Justus Prankel: Vice-President, D. L. Keller: Recording Secretary, I. S. Philips: Treasurer, Milton Well: Pinancial Secretary, Sol B. Jacoba; Sergeant-at-Arms, Fred Latz: Captain, R. J. Nagle; Pirst Lieutenant, Charles Schlosser; Second Lieutenant, Garies Schlosser; Second Lieutenant, Charles Schlosser; Second Lieutenant, Ben Kaikut; First Sergeant, Joseph Levy; First Bauner Bearer, I. Manhelmer: Second Rainer Herrer, Sam Rossenberg, Arthur, City.—In riding from New York to Cysler Bev, cross East Ninely-ninth street ferry to College Point; go to Flushing, and follow Broadway and North Rempeteed turiptke through Bayside, Douglaston, Little Neck, Lakeville, Manhassert, Hempstead Harbor to Roslyn, Brookville to Oyster Bay.

Hempstead Harbor to Bostyn, Brookville to Oyster Bay, Brooklyn.—1. From South Ferry to Nisgara Falls, ride to Central Perk: follow the route to Peckekill nublished in The Stx on May 6. The route from Peckakill to Albany appeared in The Stx on May 70. From Albany ride to Cohoes, to Troy, to Buffalo, to Tonawanda, La Salle, to Singara Falls. 2. From New York to the Belaware Water dap, follow the route to Garrison's, Netsonville, Fishkill Landing, at this point take the ferry to Newburg; theu ride to Walden, to Montgomery, to Stony Ford, to Phillipsburg, to Mochanicstown, to Middletown, to Mount Hole, to Guymord Springs, to Port Jervis, to Bushkill, to Delaware Water Gap. The roads to Nisarar Falls are good to medium. On the route to the Water Gap the routes are considered Al.

E.S. P.—From Englewood to Nyack, ride to Graad wenue; continue to Hishwood, to Tenaffy; follow county road to Creakill; pass through Demarest, Cluster, Harrington Park, Tappan, Sparkill, and Pierment to Nyack.

Closter, Harrington Park, Tappan, Sparkill, and Piermont to Nyack.

W. E. Becker is anxious to meet Frank Starbuck in a five-mile pursuit race some time in June.

Tom Linion, who is training at Boaton, expects to figure prominently with the middle-distance riders this season.

Tom Bintier, the New England professional, has decided to follow the national circuit this year.

Jay Enton has shown a good turn of speed this spring and promises to rank with the leaders on the circuit.

The Manhattan Bicycle Club officers have selected the following route for the century runs on June 4 and 5: Star'ing from Brooklyn, ride to Jamalea, to Babylon, Springfleid, Queens, Hempstead, Freeport, and Jamalea back to Brooklyn.

and Jamaica back to Brooklyn.

TALE'S SPRING REGATTA.

Second Preshman Eight Springs Two Surprises

NEW HAVEN, May 21.—Yale's spring regatta, which began yesterday with the preliminary heats in the scrub crew races, was finished today with the events for the class championship, for the scrub crew finals, and an exhibition heat by the 'varsity. The surprise of the day was when the second freshman eight, composed wholly of substitutes, defeated the regular freshman crew. They sprang another even greater surprise when they bear the juniors in the final heat. The winning second freshman eight rowed as follows:

Bow, C. B. Waterman; 2, J. D. Ireland; 3, R. L. Atkinson; 4, H. P. Oleotti 5, B. M. Newport; 6, F. M. Wheeler; 7, P. L. Mitchell: stroke, A. Cameron (captain); H. C. Neal (coxwalls).

The Covatrals were The Coystrels won four preliminary heats to take the championship of the scrub crews. They were composed of the following oarsmen: Bow, D. D. Burrell; 2, W. Scranton; 3, E. B. Smith; 4, E. J. Thompson; 5, T. M. McGraw; 6, E. H. Betts; 7, H. H. Currau; stroke, L. Bitchcock (captain); T. Kernochan (corswain).

Kernochan conswain).

The scrub races were over the seven-eighths of a mile course. The class contests were over the full mile and an eighth course. All the events were scratch. Summary:

Borub Crews—Hutchinson Hall defeated Pierson Hall by one and one-half lengths. Time, 5 minutes 43 seconds. Cortain in the course of the No time was taken in the 'varsity exhibition, This is the mast extensive regain over held at Yale. About 150 carsmen competed, and about 5,000 people saw the races. Joseph T. Whittelsey of this city was referce and George Adee of New York was timer.

"MAJOR" TAYLOR IN FORM THE QUILL CLUB WHEELMEN.

The Buffale Man Stope in the Final Heat for the Champtonship-Frenchmen Bawn the American Pair in the Pursuit Race-For-cign Riders Do Not Figure Very Promisently.

A crowd that filled the bleachers and occupied half the seats of the grand stand attended the races of the Quill Club Wheelmen at Manhattan Beach yesterday, and tried to warm the northeast breezes with their enthusiasm, but the breezes were too chilly to be warmed, and the enthusiasm was slack. There was a large number of stylishly dressed women in the grand stand, although most of them did not arrive until late on account of the poor train service, There was no train after 2:10 o'clock, and, with the races beginning at 2:30 o'clock, hundreds were obliged to take the trolley cars, and arrive after several events had been run.

There were many points in connection with

the effair that tend to show how unwise it is to hold bicycle races at the seashore so early in the season. The wind was stiff at the turns and no fast time was made. There probably would have been no great speed shown even had there been no wind, for the men are backward in form. Except in the longer races they hardly got into a perspiration. When they did perspire they vere chilted the moment they alighted from their wheels and made quickly for their quarters. There was no picturesque loading by the racers' about the track and infield that is seen on summer days. One thing for which the managers are deserving of credit is that the races began promptly on time and were run off as scheduled without a hitch. A new feature of the programme was that of giving the time when each race would begin. Another circumstance that made the meet one of interest to those who follow the sport was that the crack riders who follow the national circuit were present, and there will not be another such gathering until the national meet at Indianapolis, for the reason that they will be scattered about the country from now out. Several of the foreign riders appeared, but

Several of the foreign riders appeared, but they did not make any particular showing, although Kaser, the Swiss, got a place in the half-mile handicap, from the fifteenth yard mark. In the final event of the day, the pursuit race, the French team, Houlay and Cavally, defeated the American pair, Arthur Gardiner and C. W. Miller, the latter being the winner of the six-day race in this city last winter. Both of these teams are riding for the same promoting association. It was a good opportunity for the imported riders to make their first showing and bring themselves into motice by a victory and a grand stand finish. It happened that the latter was made right in front of the stand, the Frenchmen overtaking the other team in hollow fashion after seven and one-third miles had been ridden. It is fair to say in behalf of the genuineness of the race that a pursuit race is just the game of the foreigners, as such contests are popular in France. The men start on opposite sides of the track and ride until one has overtaken the other. It may be for this reason that the Frenchmen were able to overhaul their competitors.

Spirited finishes were seen in the one-mile championship, the half-mile handicap, and in the heats of the two-mile amateur championship there was a stiff fight up the stretch between Bald and Taylor, the colored rider, resulting in a victory for the latter by probably a foot. All the heats of the professional championship were close and exciting. One happening that created surprise was the quitting of Eddie Bald in the final heat for the championship, Bald was never known to stop before, but the way he set up at the end of the second lapleit no room for doubt as to his intentions. His wheel was not broken and he rode in the half-mile handicap afterward. It is well known that Bald was wild with rage when he was defeated by "Major" Taylor at Springfield. The riding of the colored man yesterday showed him to be the peer of any of the men on the track.

The multicycle race was a spectacle so evidently pleasing t they did not make any particular showing. although Kaser, the Swiss, got a place in the

F. d. van Cott, New York; F. Sollier, R. C. W. Seconda.

Seconda.

One Mile National Championship, Professional—Final heat won by Tom Buller. Major' Taylor second. Tom Cooper third, Arthur Gardiner fourth. Time, E minutes 11 2-5 seconds.

Paced exhibition by Edeuard Taylore, France, to establish an American record for one klometre (1,093.61 yards). Time, I minute 5 1-5 seconds.

Two-Mile Metropolitan District Championship, Amateur—Final heat won by I. A. Powell, Columbia University: W. A. La Due, Morris Heights, second.; H. L. Beadel, third. Time, 4 minutes 54 seconds.

Two-Mile Multicycle Racs—Won by P. Wheelock, F. L. Blanchard, H. E. Caldwell and G. I. Fulford on a "quad." F. J. Titus on a single second, F. F. Goodman and W. Martin on a tandem third, L. Benias and R. Cavally on a tandem fourth. Time, 5 minutes 11 seconds.

seconis.

Half-Mile Professional, Handicap—Final heat won by J. B. Bowler, Chicago, 35 yards: Howard Mosher, New York, 30 yards, second: O. L. Stevens, Ottumwa, I.a., 10 yards, third; Karl Kaser, Switzerland, 15 yards, fourth. Time, I minute 5 3 5 seconds. Ten Mile Invitation Race, Paced, Amateur—Won by George Schoneld, Kingst county Wheelmen, Joseph Thompson, Greenwich Wheelmen, second. Time, 22 minutes 7 3-5 seconds.

International Tan-lem Pursuit Race, distance unlimited—Won by L. Boniay and R. Cavally, representing France; C. W. Milier and Arthur Gardiner, second. Distance covered, 7% miles. Time, 16 minutes 58 seconds.

Blatance covered, 7th miles. Time, 16 minutes 38 seconds.

Boston, May 21.—Harry Elkes of Glens Falls fairly walked away from Arthur Portor of Waltham in the ten-mile pursuit race at the opening of the Waltham Velodrome to-day. The race was Elkes's from the very stort, as he gained continually from the pistol and had very little difficulty in catching his man in the first lap of the sixth mile. Elkes demonstrated that he has few superiors in middle-distance pursuit races and should give Linton, the Englishman, a hard battle in their coming race. Elkes took the backstretch and Porter the tape. At the pistol Porter jumped ahead, and at the end of the first lap was leading Elkes by ten yards. The Glens Falls boy soon made up for lost time, and at the end of the next lap was leading by twenty yards. This was increased to 300 yards at the second mile, riding easily, while Porter showed signs of weakening. From this on to the fifth mile Elkes gainer stendily, and in the first lap of the sixth mile spurted and caught his man. Elkes's time for the five miles was 11 minutes 46 3-5 seconds, only three-fifths of a second above the record for a pursuit race. Earl Kiser and Johnny Johnson made their initial appearances for the season in this section, neither exilibiting anywhere near last year's form. Kiser qualified in his heat in the two-mile handicap international professional event, but failed to get a place in the formals. Paul Bouroite, the Frenchman known as "The Human Frog," entered in the two-mile handicap, and, althoughthe qualified in his heat, did not make a very favorable impression. He role a 110 gear, and seemed to make hard work of riding, the local men running away from him in the sprints. The summary:

Con-third of a Mile, Amateur—Won by A. Barber, Taunson, J. F. Ingrabam, Line field, second; C. V.

New York was timer.

Informal Opening of the Atlantic Yacht Club's New House.

The new Sea Gate clubhouse of the Atlantic Yacht Club's Yacht Club was informally opened for guests yesterday afternoon. The affair was in charge of the House Committee, composed of J. Fred Ackerman, Louis Jackson, and George D. Knight. Shortly after midday the well-appointed clubhouse was througed with handsomely dressed women and their escort, many of whom s. w the structure for the first time. Throughout the afternoon the members and their guests strolled through the various rooms their guests strolled through the various rooms and around the grounds, the consensus of opin on being that it was by far the handsomest one of any similar organization in the country.

Hargarayes, Saxonville, Amateur—Won by A. Barber, Tourism, Limited, T. Finerizational limited, account, C. V. Bargarayes, Saxonville, three, in the summary:

Con-third of a Mile, Amateur—Won by A. Barber, Tourism, Limited, Account, Limited, account, C. V. Bargarayes, Saxonville, three in third, account, C. V. Bargarayes, Saxonville, three in the summary:

Con-third of a Mile, Amateur—Won by A. Barber, Tourism, Limited, T. Con-third of a Mile, Amateur—Won by A. Barber, Tourism, Limited, T. P. sullivan, San Francisco, Ingerial C. W. Davis, in the summary:

Con-third of a Mile, Amateur—Won by A. Barber, Tourism, Limited, Limited, Science, C. V. Bargarayes, Saxonville, three, in the summary:

Con-third of a Mile, Amateur—Won by A. Barber, Tourism, Limited, C. V. Bargarayes, Saxonville, three, Limited, account, C. V. Bargarayes, Saxonville, three, Limited, account, C. V. Bargarayes, Saxonville, three, Limited, account, C. V. Bargarayes, Saxonville, three, Limited, C. V. Bargarayes, Saxonville, three, Limited, account, C. V. Bargarayes, Saxonville, three, Limite

sunday he claims that he mer with expenses that afforded more sport to him being that it was by far the handsomest that afforded more sport to him being that it was by far the handsomest true. The four women of the Excelson Wheremen, Mrs. B. Fercheickson, Miss Jane C. Yatteman, Mrs. B. Farnhum, and Mrs. George Bayne, who finlshed the ride, sre united in their nerseanal declarations to Tike Suxilatine suffered as all effects whatever from the ride or the expense. But are glad of having most the trip. That the mines and other Government of the club during the number was freely discussed, and allhough it was apparently which the members as med will be paccumakers.

On Jamaica avenue, which is the number of During the curvality to have their recing curtailed, it was the unanhous decision that the special state of the club outside the majority to have their recing curtailed, it was the unanhous decision that the special state of the club outside the majority to have their recing curtailed, it was the unanhous decision that the special state of the club outside the motority to have their recing curtailed, it was the unanhous decision that the passing through the village of During which the curval the foreign the special state of the club outside the control of the club outside of the curval the first outside the passing through the village of During which the curval the first outside the curval the first outside the proposition of the club outside of the curval the first outside the curval the first outside the first outside the majority to have their recing curtailed, it was the unanhous decision that the curval the majority to have their polymers. The sum of the club outside the majority to have their recing curtailed, it was the unanhous decision that the curval the curval the first outside the special state of the club outside of the club outside of the curval the first outside the special state of the club outside of the curval the first outside the curval the curval the first outside the curval the curval the c

A FINE RECORD FOR SCHOOL BOYS. The Vennesters of the New York L A. A. Let

Thomselves Out at Horkeley Oval. Beautiful weather, a finely prepared track and a large and enthusiastic gathering of spec tators made the twentieth annual track and field championships of the New York Interscholastic A. A. at Berkeley Oval resterday at ternoon a pronounced success. As had been generally predicted the Berkeley School representatives won the new silver trophy cup with the rather phenomenal record of nine firsts, seven seconds and five and one-half thirds, a total of 7110 points. Trinity and Cutler schools ran a close race for second, the former getting the place by 2 points more than Cutler, although the latter counted two more firsts. The students of the fifteen schools in the association were out in force, and from the top of tallyhos and drags and from picked seats in the grand stand they cheered on their favorites.

bos and drags and from picked seals in the grand stand they cheered on their favorites. More than usual interest was manifested in the eyoling part of the programme, as it was the first real test for the youngsters on the new board track. Berkeley, Barnard, and Cutler schools had out their crack riders, and some interesting finishes resulted.

Three interscholastic and scholastic records were broken, one equalled, and a new interscholastic record ostablished. In the 100-yard dash for juniors, Dulsbeimer of Columbia Grammar School won the final, after a pretty race with Bell, Jr., of Cutler, in the fast time of 10.4-5 seconds, beating both the interscholastic and scholastic record by one-fifth of a second. After equalling the interscholastic record in his heat of the 120-yard hurdle race, O'Rourke, Jr., of Trimity, captured the final after a hard race with Forney of Berkeley in 16.3-5 seconds. The final heat of the 220-yard hurdle race resulted in a dead heat between O'Rourke, Jr., and Powers of Cutler. The latter wanted to run it off, but the former claimed he was not able.

In the one-mile run Christensen covered the distance in 4 minutes 38 seconds, breaking the interscholastic record by 7.2-5 seconds and the scholastic record by 7.2-5 seconds and the scholastic record by 7.2-5 seconds and the scholastic record for discuss throwing, sending the missile St feet 7 inches. Summary:

TRACK EVENTS.

TRACK EVENTS.

100-Yard Dash, S nior-Final heat won by W. T. Elmendorf, Collegiate, S. M. Ibane, Triuity, second; P. J. Raiph Collegiate, third, Time, 10-3-5 seconds, 100-Yard Dash, Junior-Final heat won by P. Dulsheimer, Columbia Grammar; K. Bell, Jr., Cutler, second; F. M. Mr., Thilly, third. Time, 10-4-5 seconds. Cone-th. Mil. Bleyele Bace-Final heat won by C. Warren Cutler; Le Boy See, Berkeley, second; T. F. Flandreau, Barnard, third. Time, 41-5 seconds. 120-Yard Hurdle Race-Final heat won by C. A. O'llourke, Jr., Triuity; J. A. Forney, Berkeley, seconds. J. B. Thomas, Jr., Berkeley, thrd. Time, 18-5 seconds. TRACK EVENTS.

ond; J. B. Thomas, Jr., Berkeley, th.rd. Time, 16:8-5 seconds.

440-Yard Run-Won by R. R. White, Berkeley; J. A. McAuerney Cutler, second; J. F. MacMillen, Barard, third. Time, 55 seconds.

One-Mile Walk-Won by L. Moen, Berkeley; D. Filiman, Berkeley, second; J. Acker, Berkeley, third. Time, 7 minutes 59:3-5 seconds.

One-Mile Breyele Raige-Final heat won by C. Warren, Cutler; B. Bonner, Berkeley, second; Le Boy See, Berkeley, third. Time, 2 minutes 38:2-5 seconds.

One-Mile Run-Won by P. H. Christensen, Berkeley; G. M. Tre d. Trinity, second; J. A. McAnerner, Cutler, third. Time, 4 minutes 18:seconds.

220-Yard Dash, Sentor-Final heat won by W. T. Einsendorf, Collegiate; B. R. White, Berkeley, second; J. F. MacMillen, Barnard, third. Time, 28:3-5 seconds. ond 3. f. ascalled, Barbard, there. The 20 seconds.

220-Yard Dash, Junior-Final beat won by E. Bell, Jr., Cutler; H. Gregory, Trinity, second: T. E. Hardenbergh, Collegiate, third. Time, 25 2-5 seconds.

880-Yard Run-Won by P. H. Christonsen, B-rkeley; G. M. Trede, Trinity, second; D. Du Bois, Cutler, third. Time, 2 minutes 6 3-5 seconds.

220-Yard Hurdle Rice-Drad heat between C. A. Chourke, Jr., Trinity, and W. H. Powers, Cutler; J. A. Forney, Berkeley, third. Time, 28 3-5 seconds.

FIELD EVENTS.

A. Forney, Berkeley, third. Time, 28.3-0 seconds.

Putting the 12-Pound Shot-Won by J. A. Forney, Berkeley, with 40 feet 8 inches; C. A. O'Rourke, Jr., Trinity, second, with 30 feet 10-4 inches; W. H. Caldwell, Jr., Barnard, third, with 39 feet 7 inches.

Runsing High Jump-Won by J. S. Spraker, Berkeley, with 5 feet 74 inches; C. Du Val. iterkeley, second, with 5 feet 64 inches; G. S. Nicoll, Collegiate, third, with 5 feet 44 inches; G. S. Nicoll, Collegiate, third, with 5 feet 44 inches.

Throwing the 12-Pound Hammer-Won by C. B. Seely, Berkeley, with 16 feet 10 inches; W. H. Caldwell, Barnard, second, with 11 feet 11 inches; R. B. Ewart, Berkeley, third, with 101 feet.

Pole Vault-Won by J. A. Porney, Berkeley, with 9 feet; D. S. Horton, Collegiate, second, with 8 feet 8 inches, J. S. Deericu, Berkeley, and J. C. Smallwood, Columbia Grammar, ited for third, with 5 feet 6 inches, J. R. Dering won on the toes of a coln.

Throwing the Dasus-Won by W. H. Caldwell, Jr., Barnard, with 87 feet 7 inches; F. V. Lane, Trinity, second, with 85 feet 7 inches; R. A. Belknap, Collegiate, third, with 85 feet 7 inches; E. W. Lane, Trinity, the legiate, third, with 85 feet 7 inches; E. V. Lane, Trinity, the legiate, third, with 85 feet 7 inches; E. C. Val, Berkeley, second, with 19 feet 4 inches; D. Col Val, Berkeley, second, with 19 feet 4 inches.

The points scored, on the basis of 5 for a feet 10 third second.

The points scored, on the basis of 5 for a first, 3 for a second, and 1 for a third, were as follows: Berkeley, 71 5; Trinity, 29; Cutler, 27; Collegiate, 17; Barnard, 18; Columbia Grammar, 53.

inthiau Yachtamen. The programme of races for the season that will be held under the auspices of the Seawanhaks-Corin-thian Yacht Club is as follows:

May 28, opening day, Seawanhaka knockabout class race for club prizes; May 80, Scawanhaka knowabout class race for Robert Center memorial prizes; Wednesdays and Saturdays, Seawanhaka knockabout class series races; June 20 to June 27, Seawanhaka kuockabout class racing cruise to New London, to attend Yele-Harvard-Cornell boat races; June 29, annual race; July 11, 12, and 13, beawanhaka international challeng out trial race; July 16,
Roosevelt memorial cup race; Aug. 18, 16, 16, 17,
and 18; Seawanhaka international challenge cup
match at Monreal, Canada: Aug. 22 to Aug. 28,
knockabout class mater with Philadelphia Corinthian
Yacht Club, at Oyater Hay; May 25 to Oct. 1, club
catboat races.
The dates set for the Knockabout racing cruise and
the interclub metches are subject to change, and any
series race (alling of the date of an interclub match

the interclub methor are subject to change, and any series race failing of the date of an interclub match will be postponed until the next cours itent day. Special conditions will cover the interclub series of matches. The courses for the knockabout races have been laid out. Course I covers a distance of 14½ national miles, course 2.11 nautical miles, and course 2.10 most cal miles.

natical miles, course 2.11 nautical miles, and course 3.10 next cal miles.

The Oyster Bay clubhouse will be opened informally on May 27, and at moon on the following day colors will be housted and subted and the clubhouse placed in commission for the season. Herbert L. Satterler has been appointed Fleet Captain and W. O. Ulahoeffer signal officer. The fourth regular meeting of the club will be held on May 28 at the Oyster Bay clubhouse, at which time a motion to amend the racing rules to make them in accord with loose of the Yacht Racing Association of Long Island Sound will be presented.

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